

The Cost of Development.

Looking over the "Annual Statistical Supplement to Dismore's American Railroad and Steam Navigation Guide and Companion," we find many very interesting tables.

On page 16 we find a table which gives the miles of Railroad in actual operation in the States and Territories on the first January, 1857, as 24,476. The number of miles in operation on the first January, 1856, were 21,069, showing an increase during the year just closed, of 3,407 miles. Since 1853, 12,845 miles of Railroad have been built in the United States, being more than half of all the miles of Railroad in the country.

Thus, within the past year, at least one hundred million dollars have been withdrawn from the walks of active production, and invested in permanent works. Some of this may have gone abroad to create a debt, but the greater part has been an immediate and heavy draft upon the active labor and capital of the United States.

The productive industry of any country, must be great indeed when it can sustain so heavy and constant a drain for purposes of investment, and however great it may be, no industry and no resources can sustain such a drain long, without serious embarrassment. Our country has not done so, as the history of the last few years will show. For, although generally, throughout the United States, the severest point of the financial pressure had been passed before the last year of great Railroad extension commenced, still it must be borne in mind, that the greatest amount of labor and sacrifice on the lines opened last year had been made some time before and that the making of these sacrifices created the pressure.

The price of living is higher throughout the country than it ever was before. It may be said that since the discovery of the gold deposits of California and Australia, everything is higher. But this does not alter the fact that living is proportionably higher than ever before in the United States. It appears to us that it can hardly be otherwise, when so large an amount of labor and capital is annually abstracted from the agriculture of the country to be invested in Railroads, which carry very well, but produce nothing that man can eat and wear.

It is, no doubt, a glorious and a necessary thing to "develop the resources" of the country, but while it is pushed ahead at such a rate pressures must be the result. It is the price we must pay for it, just as a man who keeps adding to the buildings and machinery connected with his business, at an expenditure of capital equal and more than equal to all his profits, must feel the necessity of "shutting" now and then—certainly be kept bare of ready change.

These things pay in the end, but this pioneer generation of Americans can derive little happiness from their works, beyond the pride and pleasure of making them. The national mind and the national resources are kept upon a constant strain, and the national hair grows grey, and the national corporations lack roundly, and the national gills rosin, to a degree surprising to the inhabitants of less favored and less energetic lands.

According to the best available information, the whole world possessed at the close of the last year, 51,266 miles of railroad, of which there were in America, north and south, and the West Indies, 26,581, in Europe 24,203, Africa 132, Asia 311, Australia 39.

Of the European railroads, there were in England and Wales 6,426 miles; Scotland, 1,138; Ireland, 1,012. The smaller German States come next, having 4,234 miles; France, 3,712; Prussia, 2,309, and Belgium 1,119. The smaller German States and Belgium have the largest number of miles in proportion to territory of any of the Continental States. Ireland is about on a par with Georgia in the matter of railroads.

The total estimated wealth of the United States is eleven thousand five hundred millions. The cost of the Railroads alone in the United States, the greater portion of which have been completed within the last eight years, amounts to over one-twelfth of the whole. Who can wonder that everything is kept on a strain. The country is working hard in its young days.

The Fayetteville Observer of yesterday (Thursday) refers at some length to our article of Tuesday last, headed "Coal and Iron," in which we referred to the necessity of opening available avenues to market, in order to render available the mineral resources of the State. The remarks of the Observer are characterized by a spirit of kindness and moderation which we are pleased to see and acknowledge, and which we trust will hereafter prevail in any discussion connected with this matter, which may incidentally spring up between the press or the people of Fayetteville and Wilmington.

The Observer differs from us in preferring the road to the river—thinks that a road to carry the coal from the mines to the present head of navigation on the Cape Fear ought now to have the preference, and that if either that or the river improvement is to be deferred, the latter ought to wait. Such we take to be the meaning of the article.

Now, in the first place, so far as the road and the river are to be compared as avenues for the coal trade, we would merely remark that of those who have actually gone into the business of getting out coal—have invested capital and erected machinery for that purpose, all with whom we have talked, think the river practicable, and, if they can get it, look to it as the most economical route. They have looked at the matter closely, and still look anxiously to the river.

Again, there is an additional reason, we think, why, if a postponement of either must come, the River Improvement ought not to be postponed. It cannot be stopped now and taken up again at some future time at anything like the leaving off point. If stopped in its present unfinished state, all that has been done and expended must virtually go by the board.

Now in regard to the Schuylkill Navigation and the Reading Road we have this to say. The navigation, which is partly slack-water and partly canal is each year gaining on the road, which for less than one hundred miles has cost about twenty-five millions of dollars. The canal has obstacles which ours has not. The road has not an inch of grade to overcome in the direction of freight. Our road would have many feet to the mile.

As to the cost. It will be found that the \$700,000 spoken of by the Observer will not build the railroad. Did not the arrangement with Silas Seymour & Co. contemplate an expenditure of nearly half a million in excess of this sum?

Ben Perley Poore made himself notorious by the payment of his bill, which was to wheel a barrel of apples into Boston from a point 35 miles distant, in case Fremont beat Fillmore in Massachusetts. But that was nothing to the pledge made but not yet performed by the Fillmore man in Farmville, Va., who pledged his word, before the election, that in case Buchanan came in, he would drink six bottles of Castor Oil at one time. If he does fulfill his pledge, we don't want to be there to see it.

A WILD PROJECT.—The British government is about to fit another expedition to search for Sir John Franklin.

Our friend of the Fayetteville Carolinian returns, in his issue of this date, to the subject of the Cape Fear Improvement, to which he devotes nearly four columns.

The Carolinian falls into a few slight mistakes which we feel called upon to point out. It fails to draw the distinction between the attempt on our part to forward the interest of a great work by exposing or trying to expose the inefficiency and mismanagement by which the completion of that work has been delayed, and the attempt on its part to remove, not the abuses under which we think the work has suffered, but the very work itself. We want to get clear of the disease—it wants to kill the patient.

We fear also that it fails to draw the distinction between hostility to this work, and zeal for the interests of the State. It purports to speak for the people near Fayetteville who have never been friendly to the work. It expresses its hostility to it *per se*, and irrespective of circumstances. However honest in its intentions, and we concede everything to it in that respect, we cannot admit that it is a dispassionate or unprejudiced witness. Indeed the tone of its article would be fatal to such admission.

We agree with the Carolinian about one thing—Things have been kept cloaked up—smothered up—hocus pocused up, too much. We here—those at least who own stock, are about as badly in the dark as any body else. We hear that such a company of contractors has taken such a work, to be done at such a time, and in such a manner, giving bond, etc. The work is neither done in time nor manner specified, yet some how the contractors get paid, and no man ever yet heard of a bond being sued out. But that we feel that the thing may be and will be mended, we too, would go for ending it. We have no doubt the thing can be made to progress properly, and to a favorable conclusion. We have no doubt also, but that the main difficulty is now fully understood, and also, the manner of overcoming it. At the point where certain dams are located, there is on one side of the river a short space or interval of alluvial formation, the product of river deposit, and beyond this, higher ground of original formation. At these points it will be necessary to extend the abutments to the solid or primitive earth, and then all danger of cutting round, the only real engineering difficulty, will be removed. This we believe is generally understood and admitted, as well as the fact that this cutting around has been the chief obstacle and cause of delay.

Another thing we would allude to—namely, the paying up of individual subscriptions. That has been brought about pretty effectually down here. The agents of the Company showed no laxity in collecting from the Wilmington Stockholders certainly. We could show a receipt in full for a very small amount, to be sure, but dating back about the beginning of this decade. We have no doubt that the same thing has been done throughout.

We admit that the State has gone into this work some four hundred thousand dollars in capital subscribed and bonds endorsed. We don't think if the work is put through promptly that the interest on these bonds will ever fall on the State Treasury, nor have any fear of the works failing to pay a fair dividend upon the investment made or to be made. This is money, considerable money, but it is a very small sum compared with other sums for which the State is or will be liable for other works which cannot promise as fair and full a remuneration. Other works we do not defend, although we neither feel called upon nor justified in impugning the motives of individuals. The Cape Fear Improvement we believe to be practicable—when made we believe it will advantage us and the State more than any work before the public. We therefore go for it, but in going for it we neither feel nor avow hostility to other works to which we are already repeatedly committed.

We hope that assistance may be given to a road from Fayetteville to the mines, and we also hope a little more strongly that the river improvement may be completed.

In what we may have felt called upon, at different times to say about this matter, we have never pretended to speak for the people of Wilmington or the Stockholders here, although we believe that they have generally coincided in the views expressed by us. One thing we can say by authority, and that is, that at no time has any hostility existed here against a Railroad from Fayetteville to the mines, but the reverse—neither will any hostility on the part of Fayetteville towards a work in which Wilmington takes a deep interest, cause the people of Wilmington to act or feel unjustly towards a work in which Fayetteville takes a deep interest as is natural and proper that they should. We say emphatically that any idea of jealousy or unfriendliness here is totally erroneous.—Daily Journal, 10th inst.

The proceedings of the citizens' meeting, held in the Court House last evening, with reference to the Cape Fear and Deep River Improvement, will be found in another column.

Judge Person accompanied the report which he presented on behalf of the committee, with some very able and interesting remarks bearing upon the matter. He gave a brief history of the difficulties, progress, and final triumph of the Lehigh Company—a statement of its business as compared with the probable business of the Deep River Region and works, showing that, even at the highest possible figure of cost, these works must eventually pay, as an investment, to say nothing of the immense and incalculable benefits to accrue to the State and section from the development of such immense resources now dormant.—Daily Journal, 9th inst.

We cannot now say whether we have mentioned it, and we don't know whether it is worth mentioning, but at any rate it is emphatically stated as a fact that the Right Honorable Charles Pelham Villiers, brother to the Earl of Clarendon, and one of her Majesty's privy councillors, has received the appointment of minister plenipotentiary to the United States, and may soon be expected here.

Mr. Villiers is a man of very fair sense, so the newspapers say, but awfully lazy and afraid of any sort of trouble or inconvenience circumstance. We presume he will get along. He is about sixty, half dandy and half bon vivant, but both in a somewhat careless sort.

So Mr. John Bull seems to have lowered his horns somewhat since it was given out that no minister would be appointed to take the place of the great dismissed—Mr. Crampson. None was to be appointed during this administration—certain. But we change our notions at times.

Mr. Cunard has tendered to our government a free passage in his steamships for the officers and crew sent out in the Resolute, recently restored to the English government. The Department has declined Mr. Cunard's offer, which it courteously acknowledges. It is understood that they are to be sent home in a British National vessel—the steam frigate Retribution.

On the 9th inst. a caucus of the Democratic members of the Pennsylvania Legislature nominated Col. John W. Forney for United States Senator.

The winter is so far favorable to a fine crop of ice.

Europe is bubbling and simmering very unpleasantly, and no man can say whether it may not boil over and spoil things. France and Russia are uneasy at the conduct of England, Austria and Turkey. Prussia has put in motion over 120,000 men, with a view of coercing Switzerland in the Neuchâtel business. The British war with Persia is regarded upon all hands as indirectly with Russia. The whole thing is complicated, and there appears to be less disposition to arrange the difficulties or avoid the complications, than at any former period.

The Prussian and Swiss difficulty is the most imminent. The Canton of Neuchâtel contains some fifty thousand people, and borders on Baden. Like many other of the Swiss Cantons, it had been at one time fief of the German Empire; and the family now on the Prussian throne had some connection with it as Counts, or some such thing. It has, however, long claimed affinity with the Swiss Confederation, into which it has been admitted. Although the majority of the people were republicans, there was still among the would-be aristocrats a leaning of monarchical feeling, which led a small party to raise the standard of Prussia in opposition to that of the Cantons. The leaders of this movement are now in prison. Prussia insists that they shall go free or she will revive her dormant claims to sovereignty over the territory. Switzerland refuses to accede to the demands of Prussia, and war is apparently inevitable.

From our Raleigh Correspondent.
NORTH CAROLINA LEGISLATURE.
RALEIGH, Jan. 8, 1857.
SENATE.—After some unimportant morning business, the order of the day being the Danville and Greensboro Railroad bill, was taken up. The debate upon which occupied the entire session, and gave rise to a very animated discussion. Messrs. W. H. Thomas and Correll supported the bill. Mr. Eaton opposed it. There is no likelihood of the Senate coming to a decision on the bill to-day.

P. S.—At 2 the Senate took a recess until 3 o'clock.
HOUSE OF COMMONS.—Mr. Badham moved a message to the Senate, proposing to enter into an election for five Trustees for the University. Mr. Ferribee opposed the motion. Mr. Stubbs moved it be laid on the table. Rejected. Yeas 44, nays 67. A message being received from the Senate, to the same effect, Mr. Badham withdrew his motion, and the house proceeded to ballot.

Mr. Hill of Stokes, introduced a resolution concerning the distribution of the State Geologist's report. At a later hour this resolution was read the second and third time and passed.

The following bills were introduced, read the first time and referred:—Mr. Clarke, a bill to alter the county lines of Stokes and Caldwell. Mr. Stanton, a bill to alter the jurisdiction of the County Courts of Cleveland. Mr. Clarke, a bill to construct a public road in Caldwell and Watauga. Mr. Bethea, a bill to incorporate a fire company at Rockford, Cumberland. Mr. Ferribee, a bill to incorporate the Southern Air-Line Railroad; it proposes to build a road from some point on the Northern boundary of the State to some point on the Southern boundary of the State, and to give the right of way to the Wilmington and Weldon Railroad. Mr. Marsh, a bill to change the time of holding the Courts in Davie county. Mr. Eborn, a bill to provide for the election of a special magistrate for the town of Washington, Beaufort county. Mr. Meares, a bill to incorporate the Saponie Mining and Manufacturing Company. Mr. Correll, a bill to incorporate the Greenwood and Morrisborough Railroad Company. Mr. Gaither, a bill to prevent the felling of timber in certain rivers in Fredrick county. Mr. Clarke, a bill to incorporate the Mountain Railroad Company in Caldwell county.

A motion by Mr. Meares to make the bill to aid the Western Railroad the order of the day for tomorrow was rejected. Yeas 39, nays 44.

On motion, several bills were made the order of the day, for different days next week. Among the (gross) bills from the Senate which were read the first time, is one to amend the charter of the Bank of Wilmington, and the bill to exempt coupon bonds of the North Carolina Railroad from taxation for the next ten years, and to fix the interest at 8 per cent. A motion being made to suspend the rules and put it on its second reading, Mr. Caldwell opposed it vehemently, and was answered by Mr. Bledsoe.

Pending the debate the House took a recess.

The House resumed the consideration of the bill for the University made no report, but I understand the following gentlemen were elected: R. A. Hamilton, W. W. Holden, D. R. Dillard, Dr. J. F. E. Herd and Thomas Settle, Jr.

THURSDAY'S AFTERNOON SESSION.
The bill concerning the site of the Public Buildings in Raleigh, was taken up, and a very able and interesting debate ensued. Messrs. Shepherd and Stewart for, and Messrs. Bethea and White, of Bladen, against the bill. At a late hour the bill was rejected. Yeas 46, nays 59.

RALEIGH, Jan. 9th, 1857.
SENATE.—In yesterday afternoon's session, after a thorough discussion of the bill to amend the act of 1854, relative to the election of a trustee for the University made no report, but I understand the following gentlemen were elected: R. A. Hamilton, W. W. Holden, D. R. Dillard, Dr. J. F. E. Herd and Thomas Settle, Jr.

A message from the Governor, with a report from Mr. Siler, agent to the State, was received from the House and read.

Mr. Houston offered a resolution authorizing the Literary Board to loan money to the Western Institute. The House refused to concur in the Senate's amendment to the Holly High School charter.

Mr. White introduced a bill to establish a standard of weight for wheat, rye, &c.

Mr. Person introduced a bill to permit certain negroes to reside in New Hanover county for three years. Mr. Gorrell introduced a bill to incorporate Lockville Manufacturing Company.

The bill to re-charter the State Bank was taken up, and debated until past one o'clock, when a recess was taken until three o'clock.

HOUSE OF COMMONS.—The following bills were introduced, read and referred to appropriate committees:—Mr. Hall, a bill to prevent the felling of timber in certain creeks in Rowan county. Mr. Strayhorn, a bill to amend the patrol law of North Carolina. Mr. Hill of Halifax, a bill concerning the fees of the Governor's Private Secretary. Mr. White, of Chatham, a bill to incorporate the Concord and Fayetteville Railroad bill. Mr. Davidson, a bill to amend the 61st chap. of the Revised Code, concerning Internal Improvements. Mr. Holmes, a bill accompanied by a memorial to incorporate the Farmer and Mechanic's Bank of Wilmington. Mr. Gilliam, a bill to amend the charter of the town of Plymouth. Mr. Meares, a bill to amend the charter of the town of Raleigh. Mr. Ward, a bill to repeal the 1st section, 58th chapter of the Revised Code, concerning Processioning. Mr. March, a bill to prevent the felling of timber in Dutchman's Creek, Davie county. A message from the Governor concerning the Western Turnpike Road, was sent to the Senate.

The unfinished business of yesterday was taken up, being the bill concerning the Coupon Bonds of the N. C. Railroad Company. Mr. Stiles continued his remarks in support of the bill, and made an able argument in its favor. Messrs. Bridges, Elliott and Bledsoe supported the bill. Messrs. Lewis, of Wake, Gilliam and Montgomery opposed it, the latter offered an amendment, authorizing the Public Treasurer to issue State Bonds and loan the money to the Company at 8 per cent. Mr. Hill, of Halifax, offered another amendment, which Mr. Blom moved to indefinitely postpone, upon which question Mr. Jenkins spoke until the hour for recess arrived.

RALEIGH, Jan. 10, 1857.
FRIDAY AFTERNOON'S SESSION.
SENATE.—The bill to re-charter the State Bank was under discussion. An amendment by Mr. Meares, proposing to amend the bill, on re-consideration, was rejected. An amendment by Mr. W. H. Thomas, making the notes payable and redeemable at the bank in Raleigh, was rejected—yeas 7, nays 37. On motion of Mr. Cheson the 32d section was amended by striking out 13 and inserting 15—yeas 26, nays 6. The bill passed its second reading—yeas 26, nays 6.

The Senate adjourned.
SATURDAY MORNING'S SESSION.
The Senate informed the House by message that it

adhered to its amendments to the Holly Spring High School.
Mr. Clarke offered an amendment to the 14th rule of the Senate, which, after debate, was rejected.
Mr. Miller introduced a bill to incorporate the town of Gatesville, Craven county.

On motion of Mr. Pool, a bill regulating the fishing in North river was read the second and third time and passed.

A resolution by Mr. Boyd to inquire into the expediency of changing the time for the meeting of the Legislature was adopted—yeas 27, nays 15.

The bill relating to the killing of cattle and stock by railroads was taken up and read the second time. It was opposed by Messrs. Cameron, Wilder, Goull and W. R. Myers, and supported by Messrs. Wiggins and Lane. Mr. W. R. Myers moved to postpone indefinitely. After some remarks against the bill by Messrs. J. W. Thomas and Hill, of Caswell, the motion was rejected. The bill then passed its second reading, yeas 27, nays 15.

On motion of Mr. Leitch, of Robeson, a committee of five was appointed to examine the charter of the Cape Fear and Deep River Navigation Company, and report if the condition of the charter had been complied with.

The following bills were introduced, read and appropriately referred:—Mr. Walker, a bill for the better regulation of the town of Gatesville. Mr. Hill of Stokes, a bill to incorporate the North Carolina and Piedmont Mineral Range Mining and Manufacturing Company. Mr. Leitch, of Robeson, a bill concerning the Superior Court of Robeson county. Mr. Gilliam, a bill concerning Executors and Administrators. Mr. Davidson, a bill to extend the jurisdiction of the Mayor of the City of Charlotte. Mr. March, a bill to alter the time of holding the Courts of Davie and Alexander counties. Mr. Little, a bill to incorporate the Rockingham Coal field Company.

Mr. Polk presented a report from the minority of the committee on constitutional reform, in favor of the bill for abolishing the poll tax and increasing the tax on land. Mr. Leitch moved the bill to be laid on the table. The bill was then printed, justice required the majority report be printed likewise. On motion of Mr. Hill, of Halifax, the motion to print was laid on the table. Yeas 66, nays 40.

Mr. Lewis, of Wake, requested for night session to be laid on the table.

The bill concerning the Coupon Bonds of the N. C. Railroad being the unfinished business of yesterday, was taken up. A very desultory debate ensued which ended in the bill being indefinitely postponed; yeas 65, nays 43.

The bill giving Mechanics a lien on improvements was taken up. Mr. Lewis, of Wake, moved, but to the detriment of the object of the bill, and the necessity for its passage as a protection for laborers and mechanics. Messrs. Mann and Meares supported the bill. Messrs. Gilliam, Yancey and Sharpe opposed it. A motion to postpone indefinitely was rejected; yeas 34, nays 73. Several amendments were rejected. Mr. Gilliam spoke in opposition to the bill until the hour of recess.

TOWN MEETING.
WILMINGTON, N. C., Jan. 9th, 1857.
The citizens of Wilmington met last evening according to adjournment, for the purpose of taking into consideration the present condition of the Cape Fear and Deep River Improvements.

Hon. S. J. Person on behalf of the committee appointed last meeting to prepare business, reported the following resolutions which were unanimously adopted:—

1. Resolved, That in our opinion, the Cape Fear and Deep River Improvement is a work of the first importance, not only to the section through which it passes, but to the whole State, promising as it does to develop a country whose increased products will amount to many millions of dollars a year, thus giving employment to our people, and producing a happy change in our financial condition, and in the follow when we sell more than we buy; instead of buying more than we sell as we are now and have heretofore been compelled to do.

2. Resolved, That we believe a due regard for the interest and welfare of the people of the State generally, requires the Legislature to bestow their fostering care upon this work; and that we respectfully urge upon them to make such appropriations of money as may be necessary for its completion.

3. Resolved, That we do not mean it to be understood that by pressing the importance of this particular work upon the Legislature, we are opposing or wish to oppose any other work projected for like purposes; on the contrary, we believe that the Deep River Valley and the adjacent country will afford many opportunities for other works of the same kind, and we are now and have been for many years, a community, the friends of any improvement which will tend to develop the resources of North Carolina a great and prosperous State.

4. Resolved, That a committee of five be appointed to prepare a bill to amend the act of 1854, relative to the election of a trustee for the University, and to report the same to the Legislature, in their full and true, and the highest claims of this work to their favorable consideration.

5. Resolved, That a copy of these proceedings be sent to our Senators and Representatives in the House of Commons, and request that they lay them before their respective bodies.

Hon. W. S. Ashe, Hon. S. J. Person, P. K. Dickinson, Jas. Casselley, and Thos. C. Miller were appointed the committee to carry out the fourth resolution.

On motion of Col. Jas. T. Miller, the meeting adjourned to the 12th inst. at 10 o'clock.

O. G. PARSELY, Chairman.
JOS. H. FLANNER, Secretary.
DON. MACRAE, Secretaries.

THIRTY-FOURTH CONGRESS.—Second Session.
WASHINGTON, Jan. 7, 1857.

SENATE.—The President transmitted, in reply to a resolution, a letter from the Atlantic Telegraph Company, stating the facts concerning the said proposed Telegraph, and saying that they will enter into a contract with the government of the United States, on the same terms and conditions as with the British government, and suggesting that our new war steamers are the very best to assist them in laying the cable. The President makes no recommendation, but merely submits the letter and propositions of the British Lords and commissioners. There is no reply of Mr. Marcy's in the accompanying documents.

PORTLAND, Jan. 8th.—The steamship North America, from Liverpool, has just arrived. Cotton advanced 1/4, under the Persia's news. Sales for three days, 55,000 bales, of which 21,000 were for speculation and 3,000 for export. Middling Orleans, 7 1/2-16; Uplands, 7 1/2-16. The Manchester market is better. Flour steady. Wheat advanced 2 1/2-3-4. Corn is 6d. higher. Consols 93 1/4.

France has notified Austria that Napoleon III. will not accept the Austrian and English interpretation of the treaty relative to Bolgrad.

Prussia is collecting an army to invade Switzerland, and the latter is raising 20,000 troops in defence.

The Persian war is progressing, but is unpopular. Thirty-five thousand troops are to assemble at Beroun Switzerland, and to march under Gen. Von Groben. The population of Switzerland have responded to the call to arms with the greatest enthusiasm. Ten thousand men, under Gen. Bourgeois, will defend Basle, while the remainder, under Ziegler, will garrison Schaffhausen. The van and reserve are to operate in the field. Unlimited credit, for military purposes, has been voted, and the Federal Diet was convened on the 27th of December.

The London Times and the English press denounce the Persian war. The French press thinks that the real cause of the war lies between England and Russia. It is reported that England is arming all her gun-boats for active service—probably in the East.

FURTHER FOREIGN NEWS.
PORTLAND, Jan. 9.—The files by the North America contain the following additional items:—The London Daily News believes that the difficulty between France and England, Austria and Turkey, does exist, and that it will postpone the meeting of the Congress indefinitely.

The Paris Debates thinks that all hope of adjustment is not lost, and that the Congress may open within the time specified.

The Constitutional thinks that the Congress will open early in January, and that matters will be settled satisfactorily.

PRUSSIA AND SWITZERLAND.
Advices from Berne on Monday says that hopes of peace increase in official circles.

Four fresh divisions are called out.

The students of Zurich have volunteered for the active army. The popular enthusiasm is increasing.

The Paris correspondent of the Times states that a letter had been received by the Emperor from General Dufour, mentioning the effect that had been produced in Switzerland by the note in the Monitor.

The inference drawn is that the Swiss will be obliged under the double pressure to grant the required concessions.

PERIA.
The news is far from definite. Advices from Constantinople, of the 13th ult., say that Ferok Khantle, Persian Minister, continues his negotiations with Lord Stratford de Redcliffe to adjust the difficulty. Ferok is about to proceed to Paris.

Persia continues her warlike preparations. The Times correspondent of the Times states that the Russian army amounts to forty thousand men complete, on the shores of the Caspian sea, and is still in cantonments. The Russian general had, however, sent three superior officers into the nearest provinces of Persia to examine the situation of the towns and forts, and to take place of the routes by which a passage might be made for an army, on board the Resolute.

The Paris correspondent of the Globe telegraphed the following:—

CONSTANTINOPLE, Dec. 15, 1856.
The Persian General Mirza Mirza has marched into Cabul and occupied Turrah. The Viceroy of Egypt is expected at Constantinople.

On the 21st ult. Captain Hartstein, Lieutenants Wells, Stone, Hunter and Davidson, and Drs. Macoun and Ous, of the Resolute, were entertained at the Admiralty House, by Admiral Seymour, Commander-in-Chief, Mr. Croxey, U. S. Consul, and Chevalier Pappalardo, Vice Consul at Portsmouth. The officers were afterwards presented to Lady Seymour and family.

In the afternoon the agents of Lloyd's at Portsmouth delivered a telegraphic message to Capt. Hartstein from the Shipowner's Society of Liverpool, requesting permission to send a deputation from that society to present an address. A reply was returned that the deputation would be received on the following day, on board the Resolute.

On Christmas day the American officers will all dine with Lady Franklin.

On Sunday the Resolute was visited by some of the officers who set out in the Arctic search in her and other ships. Among them were Capt. Pullen, Capt. Rich, and Mr. Fyfe.

On Tuesday, the 23d, a banquet was given to the American officers by the city of Plymouth, being the only public dinner they could attend.

The rule on the National Bank of Ireland had subsided.

Baron Rocheau had been arrested at Liverpool for having come as a passenger in the steamer Persia without paying his passage, and for using the name of the Resolute.

Later from Texas.
The steam ship Charles Morgan, Capt. Place, arrived at New Orleans last Saturday evening, bringing Galveston dates to the 30th ult.

Mr. Wm. Blake, one of the oldest inhabitants of Galveston, died on the 30th ult., at the advanced age of 95 years, and was buried on the 31st ult. at the 28th ult.

The barques Magnolia and Norumbega, from New York, arrived at Galveston on the 28th ult. At the municipal election in San Antonio, on the 22d ult., J. M. Devine, Esq., was re-elected Mayor by 156 majority.

The emigration to Texas by sea this season is very flattering. Every steamer from New Orleans is crowded with emigrants, including many slaves. When the Berwick's line shall be in successful operation, the number of emigrants will be greatly increased—the sea voyage and entire trip to New Orleans being made in about 26 hours. The D. Webster is to commence her trip this 1st of January.

The emigration to Texas from Germany has been liberal, consisting generally of farmers and mechanics, who pass on to the interior.

The land emigration, as stated in our last, is said to be large.

The statistics of the State, as compiled by the State Gazette, show that we have increased five, instead of two representatives in Congress. By 1850 we were entitled to seven, under the present apportionment basis; but under a reduced ratio, we shall probably only get six.

Cloth in Texas.—It is known that for some months cotton and woolen fabrics have been manufactured in our State Penitentiary. It is gratifying to know that the enterprise is abundantly successful, and that it can all contingencies of failure. A letter to us from Gen. Besser, the Superintendent of the institution, speaks in high terms of the success of the scheme, and asserts, as we also learn from other sources, that cottons and woollens of a superior quality are turned out, such as will supply a considerable demand. The penitentiary is now producing in its vicinity of the penitentiary; that of the wool is not so good, but there is an ample supply within reach, and the product is rapidly increasing.

Already, this effort of the State has had a good effect. Private enterprise is establishing two or three factories within our borders, and we confidently expect at an early date to have a large number of mechanics and coarse woolen cloths made at home. The people should make it a cardinal point to patronize and sustain every enterprise of the kind. In this way, step by step, we shall become more independent.

The Brazoria Planter says that, from the best information at command, the sugar this year, in Brazoria county, will exceed all former crops. It is probable that the amount will be made, and the greater portion of it in Gulf Prairie. The estimated crop of last year was 7000 hogsheads of sugar and 13,000 barrels of molasses.

The Corsicana Intelligencer, says that pork is selling in Navarro county at 34 cents per pound; the fattest hogs can be purchased at 75 to 3 cents per pound, and corn at 10 to 15 cents per bushel. The editor of the Henderson Democrat has just made a tour through the counties of Cherokee, Anderson, Freestone, Limestone, Falls, Bell and Williamson. In Cherokee he found that the yield of corn last season, was thirty-five bushels to the acre, and in many cases fifty bushels. In Anderson he found that the yield of corn was fifty bushels to the acre, and in many cases fifty bushels; fine fat hogs in abundance, some of them weighing from 200 to 300 pounds, fattened on the mast, with but little corn; meat worth from 2 1/2 to 3 cents per lb. net.

In half of Freestone crops are equally good, but in the Western portion short from drought. In Limestone the crops are very short. Corn is worth one dollar per bushel, and wheat four dollars per bushel, which is about the average price as far West as we went. Owing to the extreme dry season just passed, there is but little winter range for cattle, and the stock of all kinds must suffer, and much of it must die for want of food this winter. The crops last year, except the wheat, were very short.

HUNTINGTON IN SING SING PRISON.—The N. York Times has the following account of the initiation of Huntington, the Wall street forger, into the mysteries of Sing Sing prison:

Huntington reached the prison last Friday evening after the convicts were locked up, and was shown to a cell for the night without any change in his dress. On the following morning an officer, rapped at his door and signified that his presence was desired in the physician's apartment, where he was provided with the usual striped wardrobe. He was then conducted to the barber's shop, and he submitted to the loss of his beard.